

Hongkong Daily Press.

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101 | Hongkong, 6th May, 1905. | Manager.

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The Daily Press.

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HONGKONG, MAY 9th, 1906.

"China yields nothing to reason, but everything to force." These words by one of the most distinguished of British diplomatists are repeated with very evident approval by our Shanghai contemporary, who expresses the opinion that, in conjunction with another official dictum, "Make no demand that is not just; never recede from a demand once made," they constitute an epitomized ideal of policy in dealing with Chinese Officials. At any rate, to give our contemporary's own words, "it outlines the only practical policy to be pursued in China." Qualifications are as stubborn in their nature as facts are supposed to be. It is long since Hongkong ceased to be a part of China, and doubtless we have come to be regarded, where Chinese politics are concerned, as outsiders who are indifferent to what goes on in the pigtailed and pig-headed empire. We are the vestibule to the much-talked-of "open door," and by no means indifferent. It was with a certain measure of satisfaction that we noted the suggestion that the only practical policy must be a forcible one; and it was with a corresponding feeling of discomfort that we noted the subsequent qualification. If the British Government is to accept as its guide the rule never to make a demand "that is not just," the candour that admits force as the most suitable argument with stupid, perverse, or backsliding people goes for nothing. It is wasted. We are left as we were, rudely drifting on the conflicting currents of diverse opinion. For how many of the foreign demands made upon China are universally regarded as just? Just none. The

Chinese and the pro-Chinese faddists declare most of them not just. At every demand made in the name of commerce or political progress there arises some crank with accusing finger. It is not just to force upon the Chinese religious teaching when they have enough and to spare. We have an indulgent regard for that crank. What is wanted, in more parts of the world than China, is less teaching and more acting. It is unjust to sell opium to China, say others. This would come well enough from a Chinese JOSEPH CHAMBERLAIN; but it is said on other than fiscal grounds. It is unjust to seize ("to grab") is the expression in favour) pieces of Chinese territory. Some of these ingenious adherents of strict all-round justice smile approvingly on the policy of the "open door," so magical is the effect of a well sounding phrase. They forget that if the tenant is trying to close the door, and the book-agents and drummers agree to keep it open, that some trouble and, co-existently, some injustice, must make its appearance. The open door was opened by force and force only. It is kept open by the insertion of a foot or feet between door and lintel. This is what we understand by force; and so we do not quite follow our contemporary's analogy that the Russian occupation of Manchuria was a closing of the door. It was surely a further opening, and except to the parties concerned, it did not seem to matter much whether a Russian boot or a Japanese clog propped it open. The real "open door" is not an American Secretary Hay and the just ones conceive it at all, otherwise things would be different in Shantung, and the Chinese railway system would be less hybrid and patchy. There would never have been any ideal open door talk but for two things. One was the fear of painful jostlings by those struggling to enter, which the guarantee of perpetual openness was intended to remove. The other was that peculiar human characteristic that makes a confirmed rogue wear black kids and a silk hat on Sundays, the desperate clutch of a bad conscience at respectability. It is this which, perhaps more than anything else, prevents England from joining neighbours in the worship of expediency, and making good her position in her somewhat nebulous "sphere of influence." Those who, like our contemporary, see Mackay treaties ignored with impunity, and really believe that "force is the only practical policy," should steer clear of embarrassing qualifications. China may enjoy fuller justice when she has been purged of her injustices by some foreign efforts that must to many appear at first "not just."

The Mei Ji Fire Insurance Co. has declared a dividend of 17 per cent. for the year ended the 31st of March last.

The steamer *Matsumaya-maru* with 15,000 cases of kerosene oil on board, was totally burnt in the Inland Sea on the 24th April.

Mr. C. Petersen, a resident at Kobo for several years, in the employ of Messrs. J. Lyons & Co., died suddenly of heart disease on the 26th April.

The proceedings against Mr. F. J. Bardens by Messrs. Samuel, Samuel & Co. have been withdrawn, and an arrangement made by which Mr. Bardens will sever his connection with the firm.

An old lady recently called at the Japanese Consulate in New York, left \$1,500 gold for the widows and orphans of those killed in the war, and departed without giving any name or address.

Amongst the passengers who left Shanghai by the P. M. S. *Mongolia* was Mr. Rudolf Steinberg of the German Post Office, who has been four years in China. Mr. Steinberg was very popular amongst the German community.

Messy's *Miscellany* says: See what a marvellous development has taken place at Hongkong under British rule. That barren island has been turned into the second largest shipping port in the world in the short space of sixty years by wise administration and liberal laws.

We are gratified to find our Shanghai contemporary, the *Daily News*, in agreement with us about the Anglo-Japanese agreement. They say: "It would appear to us to be undoubtedly to the advantage of Great Britain to be on the best terms with Japan, and to renew the Anglo-Japanese Alliance, even making it closer and more binding than it now is."

School-boy "howlers" are often very amusing, but they are not always confined to schoolboys. A correspondent supplies a sample by a young man who had left school for a commercial office. He translated "A vendre"—for sale—all right; but went on:—"Jolie charrette Anglaise"—jolly English chariot—"C'est de neu"—equal to nine—"avec choral grande taille"—with long tailed horse—"harnais, lanternes, accessoires"—correctly—"S'adresser aux bureaux du journal"—address "Aux," c/o this journal!

Numbers of visitors to the City Hall Library and Museum for the week ending the 7th May, 1906, were 295 non-Chinese, and 92 Chinese to the former, and 119 non-Chinese, and 1,717 Chinese to the latter institution.

The number of plague cases has leaped to 44, last week adding eight, and five more occurring since Saturday noon. Forty of the 44 ended fatally. There are three cases each of small-pox and enteric fever, the former confined to Chinese.

The *Kobe Herald* reports what it calls an "outrageous incident" at the Oriental Hotel, Kobe. An American guest being unable to sleep owing to the snoring of his next-door neighbour, fired a revolver at the latter through his bedroom door, but did not hit him. "The assailant was at once ordered to leave the hotel."

The letters of allotment in the last Japanese loan have been posted. The promptitude with which the allotment has been made and the avoidance of a large lock-up of money for any length of time reflect great credit on the banks concerned. Local applicants for the fifth domestic loan were notified yesterday.

Mr. C. F. Rhine, a British subject, residing on the Bluff, Yokohama, has brought a suit for divorce from his wife in the Yokohama District Court. He married her in Hamburg in 1890, and she with her one child deserted him in 1902, and he has never seen her since. Mrs. Rhine has lodged a similar petition against her husband.

Chan Ngan, excise officer, went in search of opium in a shop at Connaught Road West on Sunday night. The master, who is a Shanghai man, did not understand the visitor's intentions or his language, and resisted his intrusion. He administered a sound thrashing, and kicked the unfortunate officer off the premises. For this assault he was fined \$10 and ordered to pay 50 cents compensation by Mr. F. A. Hazeland at the Police Court yesterday.

A Police raid on a matchbox on the small island near Stonecutters on Saturday night, resulted in the arrest of five natives who were charged before Mr. G. N. Orme at the Police Court yesterday with being in possession of and preparing illicit opium. The first defendant was fined \$25, the second \$10, the third \$75 and the fourth and fifth \$49 each. Another native who was found in possession of 10 tins of opium was fined \$250.

Between 10 a.m. and 1.30 on Sunday, while Mrs. Nibbet, who resides at Chater Street, Kennedytown, was absent, her house was broken into by burglars who stole a gold watch and chain and other articles to the value of \$120. It is thought that the robbers had forced the door open with a screw-driver, and then, become alarmed, and made a speedy exit, as other jewellery and some notes were lying in the drawer from which they took the watch and chain. The Police have the matter in hand.

Three fishing boats were making for the Kennedytown cattle wharf at the same time on Sunday, and all claimed the priority in making fast alongside. As they could not agree, they decided to settle the matter by a fight, and accordingly each man armed himself with a stout bamboo pole and took up a position in water up to his waist. Blows were falling thick and fast when the combatants were separated by the Police. Charged before Mr. G. N. Orme at the Police Court yesterday with disorderly behaviour they were each fined \$10.

Larceny of clothing cases have been much in evidence at the Police Court of late, and another very ingenious case of this kind was heard before Mr. G. N. Orme at the Police Court yesterday. Lan Yam, who is known to the Police as an idle person, conceived the idea of affixing a hook to a long bamboo pole, and hooking clothes from verandahs of first floors, and in some cases through open windows. He was caught in the act on Saturday, and as the case was proved, His Worship sentenced him to three weeks' hard labour, and 12 months' banishment on the expiration of his sentence.

A party of 24 gamblers was arrested by the Police at No. 5 Kat On Street, Wanchai, on Saturday night. The men were playing fan tan and were so interested in the game that they did not know of the presence of the Police until they were surrounded. "They were only playing for fun," they informed Mr. Hazeland at the Police Court yesterday, but His Worship reminded them that it was illegal fun by inflicting a fine of \$75 on the first two defendants, who were the keepers of the house, and \$3 on all of the remaining defendants.

Loung Fuk, an unemployed youth, 17 years of age, on Sunday night entered the top floor of No. 71 Connaught Road through the skylight, and stole a quantity of clothing therefrom valued at \$10. He had entered No. 89 Wing Lok Street in similar fashion, and was making off with \$16 worth of clothing, when an inmate detained him and gave him in charge. He was placed before Mr. F. A. Hazeland at the Police Court yesterday, and remanded to enable the Police to make further inquiries concerning him.

An inquiry was held before Mr. F. A. Hazeland and a jury at the magistracy yesterday afternoon concerning the death of Chan Kwong who was knocked down by a tramcar on the 16th ultimo in Des Vaux Road West, and succumbed to his injuries. The evidence showed that deceased, who was deaf, did not hear the clanging of the car's bell. The tram was close upon him before the emergency brake was applied, and the distance was then too short to pull up. When he saw the car, deceased probably lost his presence of mind, as he turned to rush across the line again, and was struck. The jury returned a verdict of death by misadventure.

The salvage party is to be conveyed to the wreck of the French cruiser *Sully* by the s.s. *Kongnam* which is expected to leave on Wednesday. Captain Lewington is in command of the chartered vessel, and Mr. W. C. Jack is to proceed in charge of the salvage party.

The report of the Sanyo Railway Co., Ltd., for the term ending the 31st of March last shows a divisible balance of ¥2,271,390. It is proposed to add ¥31,000 to reserve, pay a dividend at the rate of 10 per cent. per annum, and a bonus of ¥42,500, and carry forward the balance, ¥674,140.

The total subscriptions from the banks to the fifth Japanese domestic loan already amount to over 63,000,000 yen. In addition the Imperial Household will subscribe 20 millions, the N. Y. K. one million, the insurance companies about 20 millions, Princes Shimizu and Mori and Marquis Mayeda a million each, so that the total of the subscriptions already fixed more than cover the issued amount.

After referring to the recent discovery of the "biggest diamond in the world," the *Cullinan*, Messy's *Miscellany* goes on: There are now very many thousands of Chinese ready and willing to go off to South Africa in search of such gems, and other gems of less value even. On the other hand there are, no doubt, many valuable gems in China only awaiting the arrival of some enterprising foreigner to unearth them.

The *Commercial Intelligence* reporter at Manchester writes (April 5th): Out of the reports just to hand of the half-yearly and quarterly stocktaking of nineteen limited spinning companies, not one shows a loss. Still more spinning mills have been decided upon. I hear that a number of applications for shares in one of the new undertakings have had to be refused. Egyptian cotton has again been very quiet, and spinners of these yarns are complaining loudly. One hears almost every day of old-established Egyptian spinners turning their machinery, where practicable, on to American yarns.

LICENSING COURT.

Messrs. F. A. Hazeland (prosecuting), G. N. Orme, T. H. Hammer and W. Craig J. P. met at the Magistracy yesterday afternoon to consider an application for the transfer from A. A. H. Milroy to one Edison Stewart Crowe, of an adjunct license to sell and retail intoxicating liquors at the Sailors' Home, Des Vaux Road West.

Mr. Hazeland stated that Captain Milroy was leaving the Colony on a holiday, and there was no Police objection to the transfer. The application was granted.

DISORDERLY "OCEAN" STOKERS.

Before Mr. F. A. Hazeland at the Police Court yesterday Sergeant Aris, of Bay View, charged four stokers of H.M.S. *Ocean* with disorderly conduct and assault. The men, it was stated, were absent from their ship without leave, and were on their way to the Metropole Hotel. When near Bay View, they overtook a richman. An Indian constable saw this, and attempted to arrest them but was assaulted by the stokers in a body. He still endeavoured, however, to perform his duty, and was successful in taking one man to the station. He reported the matter to Sergeant Aris, who with three other constables, followed the stokers to the Metropole, and there arrested them. His Worship fined each of the defendants \$5, and the two who overturned the richman were each ordered to pay \$3 compensation.

STRANDING OF A WEST RIVER STEAMER.

Telegraphic information was received on Sunday last by Messrs. Banker & Co., that the Chinese steamer *Wo Kwei*, 325 tons, trading between Hongkong and Wanchow, struck the Joss House Rock about two miles below Wanchow on the forenoon of the 6th instant, and had to be beached. According to the latest information to hand, she is full of water, and much of her cargo is damaged. The *Wo Kwei* left Hongkong on the 3rd instant on her usual run with a full cargo consisting of pieces goods, yarn and sundries which were fully covered by insurance. Mr. Banker, the manager of Messrs. Banker & Co., the agents of the steamer, and a salvage party with divers and pumps left yesterday evening for the scene of the accident.

A CHINESE ROBBER'S EXTRADITION.

Mr. P. A. Hazeland delivered his decision on this application at the Hongkong Police Court yesterday morning.

Mr. H. E. Pollock (instructed by Mr. R. A. Harding), who made the application on behalf of the Chinese Government, and Mr. H. N. Forrester (instructed by Mr. Otto Kong Sing) for the defence, were in attendance.

His Worship was of opinion that there was absolute proof of the defendant's guilt in respect to the charge. In a case of this sort in which he sat as a jury, it was not necessary for him to say anything further than "guilty" or "not guilty." The evidence of the three witnesses for the defence was really of a general nature, while that of the woman in support of the application was also given in a frank manner, and left no doubt as to the guilt of the defendant in respect of the charge of robbery. As not the smallest doubt existed, he would follow the words of the Ordinance and commit the defendant to gaol to await the further order of H.E. the Governor. Further, he informed the defendant that he would not be surrendered until after the expiration of fifteen days, and meantime had the right to apply to the Supreme Court for a writ of *Habeas Corpus*.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

EPIDEMIC IN GERMANY.

LONDON, 8th May.

The epidemic of cerebro-spinal meningitis is still spreading to an alarming extent in Germany.

M. DELCASSE.

LONDON, 8th May.

A second report that M. Delcassé is resigning the portfolio of French Foreign Affairs is also denied.

SIR ROBERT HERBERT
DEAD.

LONDON, 8th May.

The Rt. Hon. Sir Robert George Wyndham Herbert, G.C.B., C.M.G.,

director of the P. and O. Company, and Chairman of the Tariff Commission of Mr. Chamberlain, is dead, aged seventy four.

[Sir Robert, who was a grandson of the 1st Earl of Carnarvon, was not married. He was a barrister in 1858, the Colonial Secretary for Queensland in 1859, Premier during the following six years, joined the Board of Trade as Assistant Secretary in 1868, the Colonial Office in 1870, was Permanent Under-Secretary of State for the Colonies from 1871 to 1892, became successively thereafter Agent General for Tasmania, and High Sheriff of London was a Knight (first class) of the Order of the Crown of Johore, as well as holding the positions mentioned in the telegram. Ed.]

[REUTERS' SERVICE.]

THE CHINA SQUADRON.

LONDON, 8th May.

Reuter's correspondent in Melbourne wires that the sloop *Cadmus* has been ordered to join the sloop *Ohio* and to proceed to the China Station.

RUSSIA.

LONDON, 6th May.

In spite of police prohibition, a great secret meeting of delegates of numerous provincial Zemstvos has been held in Moscow to formulate principles for the establishment of a National Assembly.

THE WAR.

["DAILY PRESS" SERVICE.]

KUROPATKIN'S RETURN.

LONDON, 8th May.

The return of General Kuropatkin is expected.

THE S.S. "HENRI BALKOW."

AN EXCITING CHASE.

The capture of the Norwegian steamer *Henri Balkow* at the northern end of the Yungiri Straits on the 7th instant was effected after a somewhat exciting chase. The *Japan Mail* states that she was sighted at the first break of day steaming leisurely along having cleared the ice-bound coast to the south, and would, in the ordinary course, have got through had she had another day's liberty. When seen she was signalled to stop, but proceeding onward a blank shot was fired at her. This also was unheeded, and a chase followed, the cruiser coming up to the runner almost abreast before she slowed down. Although a small vessel she was steaming at a fairly good rate, and when boarded the captain said he was bound to San Francisco. The *Henri Balkow* is owned in Shanghai, and is one of five chartered from Chinese treaty ports by the Russo-Chinese Bank to carry cargoes of provisions to Vladivostok with the stipulation that a sale of the steamers should be effected upon safe arrival. Most of the cargo in her hold is salt and corned beef, tinned meats of various kinds, and rice, while in the fore-peak a quantity of dynamite was stored. The capture is the first seizure from Chinese ports since, in the earlier stages of the blockade, the *Wilhelmina* and the *Nigretia* fell into the hands of the Japanese, and the barque *Osaka* became a total wreck.

BALTIC NOTES.

A BIG ORDER FOR BISCUITS.

L'Indo-Chinois of May 2nd states that a prominent biscuit firm at Hongkong has received a large order for biscuits for the Russian squadron.

BALTIKERS' DESTINATION.

The secret is out. The Associated Press correspondent at St. Petersburg has learned that the Baltic fleet under Admiral Rojestvensky is bound for the port of Potapaulovski, Siberia. This is the ultimate destination of the great squadron, and there a base has been prepared for the ships.

A R MOUR.

It is reported in Manila that a Japanese squadron has gone to cut off the Third Baltics, and to prevent Nibogtoff from effecting a junction with Rojestvensky. We do not attach importance to this rumour.

AT TARGET PRACTICE.

Captain Bairbridge of the s.s. *Chatterhouse* which arrived here from Penang yesterday reports having sighted on the night of the 3rd instant, shortly after leaving Singapore, three large men-of-war going South, but he could not distinguish their nationality. On the afternoon of the 5th, they passed one barque-rigged two-funnelled cruiser off Houkhou Bay, and later, another cruiser near Tre Island, south of Cape Varela, which is close to Van Fong Bay. The latter vessel was at target practice.

JAPANESE ON WATCH.

Captain A. N. Cameron of the s.s. *Angola* which left Maraura with a cargo of coal reports having been stopped in the eastern channel of the Korean Straits by a Japanese cruiser who asked the nature of his cargo and his destination. On replying "coal for Hongkong," he was allowed to proceed.

ONE DIFFERENCE.

The Japanese are proving their prowess. While the Russian Baltic fleet has been seen several times during the past few days—in fact, while all the movements of these ships are known—no one seems to know anything about the fleets of Admirals Togo and Kusunuma. No doubt there will be something doing one of these days.

TOGO'S ORDERS.

Dating it Tokyo, May 2, the *Cablenews* prints the following:—It is reported here that Admiral Togo has decided, in pursuance of the naval plan outlined by the war department, to avoid if possible a general engagement with the Baltic Squadron of Admiral Rojestvensky. It is the opinion of the government that Japan has everything to lose in the event of a defeat and that the longer the Russian squadron remains in Eastern waters, without a base the easier it will be to handle when the time comes. Naval experts who are in close touch with the war department have expressed the opinion that the proper strategy is to endeavour if possible to harry the squadron of Rojestvensky and to destroy with swift cruisers some of the enemy's ships under cover of fog or heavy weather. The opinion is expressed here that one of two courses will be pursued by Rojestvensky. Either he will attempt to escape north of the Philippines into the Pacific and make his way thence by a circuitous route to Vladivostok or else to capture one of the ports on the southwest coast of Formosa, where there are several small harbours, and make this a base from which to operate.

BODY DUMPING.

No fewer than five bodies were dumped in the West Point district since Saturday, and these were mostly children. strenuous efforts are being made by the Police to discover responsible parties, and endeavour to prevent this abominable practice, but so cunning are the ruses by which bodies are carried forth to the chosen dumping ground that the efforts of the Police are generally of little avail. For instance, a woman walking along the street with a basket full of rice and other provisions would not be expected to have the body of a child concealed beneath, yet this has been found to be the case. Again, a coolie shouldering a kerosene tin full of water was discovered to have therein a child. These and many other devices are being practised by the natives who dislike the responsibility attaching to dead bodies. The foreign "inquest" is probably misunderstood by the ignorant Chinese who thus avoid trouble by "dumping."

THE CHINA MUTUAL LIFE INSURANCE CO., LD.

Seventh Annual Report, presented at the annual meeting of the Company, held at Shanghai, on 8th May.

Your Directors have much pleasure in submitting for your consideration and approval the Annual Report and Statement of Accounts for the Seventh Year ending 31st March, 1906.

In doing this your Directors are again able to congratulate the Share and Policy-holders on the gratifying progress for the year, large gains having been made in Income, Assets, and Insurance in force, while our death rate has been reduced.

New Business.—The new applications received for the year amounted to Tls. 7,053,332, an increase over last year of Tls. 954,712.50 for which Policies for Tls. 6,420,048.15 were issued, and Tls. 638,283.85 postponed or declined.

The total insurance in force on 31st March, 1906, amounted to Tls. 15,199,476.78.

Income.—The total income for the year amounted to Tls. 1,193,778.52, a gain over previous year of Tls. 295,012.54.

Interest.—The income from Interest and Commission on Loans amounted to Tls. 88,340.61, an increase during the year of Tls. 40,056.49.

Reserve.—Reserve Accounts have been increased by the sum of Tls. 381,351.63 and now stand at Tls. 1,381,553.37.

Surplus.—The Surplus over and above Paid-up Capital, Reserve, and Exchange and Investment Fluctuation Account now amounts to Tls. 301,069.05.

Your Company's Auditor, Mr. A. E. Leake, has completed his audit for the year and has attached his certificate. All securities have been placed in his hands for examination.

In accordance with the articles, Mr. Lee Tung-son retires, but being eligible offers himself for re-election.

JOHN FORD,

Chairman.

J. A. WATTE,

Managing Director.

SHIPPING NOTES.

The Nippon Yusen Kaisha recently took over from the builders, the Mitsui Bishi Kaisha, the new steamship *Tango-maru*.

The steamer *Quarta* which was recently chartered to the Nippon Yusen Kaisha has now been placed in the Newchwang service.

The British steamers *Wingung* and *Taiyang* have been released from charter to the Nippon Yusen Kaisha. The British steamer *Dulwich* (2,111 tons) has been chartered by Mr. K. Yamashita of Yokohama.

Scotch shipyards in the quarter ended March 31 turned out 55 vessels, aggregating 114,700 tons, as compared with the same period of 1904, when the output was 78 vessels, with a tonnage of 102,400 tons. The comparison further indicates the increasing average size of new vessels. The tonnage for the past quarter is the largest on record with the exception of the same period of 1899, when the figure was 118,000 tons. The number of orders booked in Scotch shipbuilding yards for March, however, do not exceed 14,000 tons, which does not promise the same activity in the present quarter.

We learn from one of our Japan correspondents that the foreign steamers sold to Japanese since the outbreak of war in February, 1904, number 79, of 252,732 tons gross. In addition, Japanese shipowners have now 52 foreign vessels under charter, of 101,529 tons gross. The vessels chartered to Japanese, according to nationalities, are as follows:—

Flags.	Vessels.	Tons.
Norwegian	22	41,271
British	17	48,316
German	5	8,329
Svein	1	1,637
French	1	649
Korean	6	1,127
Total	52	101,529

A Board of Inquiry has been appointed by the Collector of Customs to inquire into marine accidents in Manila Harbour.

THE "TAMING" AT MANILA.
T. R. Nicol, second officer of the British steamer *Taming*, was found guilty of a crime of first instance in the performance of his duties and of striking a native guard, and sentenced to be imprisoned for three hours and to pay a fine of 100 dollars gold. Nicol's attorney gave notice of appeal to the Supreme Court and bond was fixed at \$200.

LATHE.
The British steamer *Taming* left Manila for Cebu on May 1st to discharge 1,500 tons of cargo. From the southern port she will proceed directly to Hongkong. Second officer Nicol, who was tried in the court of first instance a few days ago did not sail on the vessel, as the captain refused to assume the responsibility of taking him away from Manila while under bail awaiting the decision of the court in his case.

AN ENGINEER'S DEATH.
The third engineer of the British steamer *Charterhouse*, which arrived yesterday, Robert L. Pinkerton, of Glasgow, died on May 6th, and was buried at sea.

STEAMER MOVEMENTS.
The P.M. str. *Manchuria*, with mails, etc., from San Francisco to the 18th ult. via Honolulu, will leave Yokohama this morning, the 9th inst. via Kobe, etc., and is due here on the 18th inst.

The C.P.R. steamer *Tartar* left Yokohama on Saturday, the 6th May, p.m., for Victoria and Vancouver.

The C.P.R. str. *Athena* arrived at Yokohama on Sunday, the 7th May at 8 a.m.

NEW JAPANESE WARSHIPS.

The work of arming one of the two armoured cruisers, constructed at Kure, is being pushed forward, the *Nagasaki* Press says, in order that she may be completed in the course of the present year. The other one is expected to be ready for sea about March next.

The launching of the Japanese first-class battleship *Katori*, constructed at Yokohama yard, England, has been postponed in order that Prince and Princess Ariwagawa, who will visit England on their way home from Germany, may be present. She will probably be launched on July 4th.

The destroyer *Arare*, constructed and engineered at Kure, is to be taken out for a trial on the 27th inst. If the trial is satisfactory she will be commissioned early in May.

THE WANDERING DALAI LAMA.

Although there seems to be a feeling that the Dalai Lama of Tibet who ran away from the British Expedition last year has been deposed and the Panchen Lama of Tashitumb appointed to take his place, a Peking correspondent, writing on the subject of the evident reluctance of the Dalai Lama to leave Urga for Lhasa, states that he has not been formally deposed by the Imperial Government and that he is being sent back to Lhasa to resume his post of Chief Buddhist Pontiff there. The correspondent further states that in spite of his solemn promise to the Imperial Resident of Urga, Mongol, and the Assistant Tibetan Resident at Hsinning, Kan, to start from Urga for Lhasa on a certain date, the Dalai Lama still lingers in Mongolia and refuses "to budge." This made the two Manchou officials exceedingly wroth, with the result that they recently presented a joint memorial to the Throne complaining of the delay movements of the Dalai Lama and his broken promise, and recommending that he be formally deposed from the Pontificate as a punishment for his remissness—a step doubtless eagerly desired by this Tibetan who does not seem to be desirous of returning to Lhasa, which may mean going back to his death. The recommendation to depose the Dalai Lama has, however, been promptly refused by an Imperial Rescript which also commanded the memorialist to send the Tibetan back without further delay.—N.C. Daily News.

THE RUSSIAN WAR PARTY.

The high appointments in the reorganised Russian army, according to the *Pechi Parian*, have been definitely arranged as follows:—
Commander-in-Chief: The Grand Duke Nicholas Nicolaievitch.
Director-General of Military Operations: General Linvitch.
Chief of the Staff: General Soukhomlinoff.
Assistant Chief of Staff: General Sakharoff.
Commander of the First Army: General Baron Kaulbars.
Commander of the Second Army: General Gribenberg.
Commander of the Third Army: General Guerschmann.
The Supreme Military Council will be composed of Generals Dragomiroff, Grodekoff, Roop, and Komaroff.

HOW BRITAIN SPENDS MONEY.

Canell's Magazine, edited by Max Pemberton, gives the following interesting article by Mr. Arnold White:—John Bull spends on the government of the United Kingdom about £177,000,000 per annum. This is finely called Imperial expenditure, although it is not spent upon the Empire. India pays her own expenses, and the Colonies theirs. The local expenditure of the Borough and District Councils, the Asylum Boards, and what are known as educational and other rating authorities may be dealt with on another occasion. There is a good deal of spending in £177,000,000 a year, and the State is consequently the largest employer of labour, and also the best customer in the United Kingdom.

There are three points that strike the spectator in the jungle of national expenditure. The first is the contrast presented between the extraordinary skill of the complex system devised to prevent the expenditure of a penny by an unauthorised person and the clumsiness with which millions are squandered on objects which turn out to be of no possible use to the nation, even on the authority of the very people who sanction the expenditure.

The second point that strikes the cheerful but restless inquirer is the fact that this vast buyer, the State, has no buying department, and that the gentlemen who conduct John Bull's marketing are not only untrained, for the purpose, but that the buyers of different departments occasionally bid against one another.

A third feature that attracts attention is the strange system that governs the remuneration of John Bull's servants. Sir John Fisher, the Admiralty, whose salary is £1,500 a year, with his admirals' pay and a house, recently saved the country a sum of £3,000,000 a year by recommending the abolition of 130 ships which, in the words of the Prime Minister, whose Government had maintained all and built many of them, existed "to embarrass British admirals and to discredit the British flag." It would be useless to compare the salary of a mere First Sea Lord with the honorarium necessary to secure the services of a competent Attorney-General. Comparison, however, is at least permissible between the officer in the War Department who fills a similar function to that of First Sea Lord at the Admiralty. Lieutenant-General the Honourable Sir N. G. Lyttelton is the first military member of the Army Council, and receives £2,500 a year against Sir John Fisher's £1,500 and a house. An anomaly exists, and one would think that when known to the public it would cease to exist.

The illustration of the adage that the race is not always to the swift nor the battle to the strong, is confirmed by the custom which prevails in the Foreign Office of requiring ordinary business letters to be copied by aristocrats. The theory upon which the Foreign Office is worked is that Foreign Office business is secret, and that only aristocrats can be relied on to maintain secrecy. The junior clerks (first class) of the Foreign Office are paid £200 to £200 a year, and of the second class £100 to £200. Many of these gentlemen are engaged in light duties which would be better done by bank clerks, and the same remark applies to the work of the Embassies and Legations abroad. Although the Foreign Office works upon the principle that its business is secret, and that secrecy is a commodity applied only to the upper classes, it is too sensible to act upon its own theory. Nine-tenths of the business of the Foreign Office is not secret. One-tenth is highly confidential. The one-tenth which is highly confidential passes through the hands of typewriter girls who draw the modest wages of their kind, and the whole of the Cabinet documents and confidential dispatches to Ambassadors are printed in the basement by honest printers who have never been known to divulge a secret entrusted to them.

That the amount of printing is considerable may be judged from the fact that every British Ambassador in Europe obtains by messenger a copy of every dispatch of importance sent to every other British Ambassador. An administrative system based on the theory of aristocracy and expense, but worked by recourse to democracy and frugality, is one that illustrates our English folly for spending money in the wrong place rather than not spend it at all. To sustain the official theory it is obvious that the Foreign Office typewriter girls should be presented at Court, and that the printers in the basement should be public school men with their names in Debrett and members of at least one good club before they are allowed to handle the composing stick and the dumper in the Foreign Office cellars.

The absence of a thinking department at the Foreign Office sometimes leads to strange results. When the Admiralty took possession of the Bay of Wei-hai-wei it suddenly occurred to our rulers that they had not got Wei-hai-wei itself. The Foreign Office, however, brought to bear its great influence, and the town was acquired for £14,897 17s. 4d. strict cash on delivery. After the town and the bay were acquired, and some of the buildings erected, the Treasury, the Foreign Office, or the Admiralty, or all three, changed their minds, and neither the town nor the bay were considered necessary for the safety of our interests in the Far East.

The course of business in the Foreign Office is that a letter is taken out of its envelope by a clerk on £200 a year, is passed on to be docketed by a clerk on £200, handed to a clerk on £200 to make a *procès-verbal*, and then passed on to have a minute made on it by a clerk on £200; and thus, with a money growth of irrelevant detail, it finally arrives at the table of the man who receives £1,200. Then it descends down the same line which it drew the hands of the clerk who copies it and who delivers it to the girl who types it, and who is not seldom the most useful, as well as the most comely, link of the whole chain.

Shortly after Queen Victoria's death the Kansas Legislature sent a message of condolence to King Edward. In a cablegram the King expressed thanks for the loyalty and sympathy of the people of Kansas. The word "loyalty" roused such resentment among the legislators that the message of condolence was ordered to be expunged from the State records. Our Foreign Office clerks thought that Kansas was a British Colony—an error that the typewriter girls upstairs would not have committed, as they are compelled to pass in elementary geography before becoming eligible for employment in the Government service.

One other point in connection with the Foreign Office as regards the expenditure of money is the fact that it draws attention in the case of Uganda, under its management. The Uganda Railway, which has cost over £6,000,000, could have been built by contract for £2,000,000 or £2,500,000. Tenders were actually available for these amounts. The State pays its servants by means of three currencies. The private employer can only pay in one. A British official is paid first in money; secondly, in the security of the tenure of his office; and thirdly, in the title or distinction he may expect to receive in the event of his zeal or his length of service rendering him eligible for distinction. Of all the servants of the public the most fortunate is the Attorney-General, because he gets all three. He receives

the largest salary, £19,921 7s. 9d., he is knighted, and he has a prescriptive right to permanent employment in high judicial office. The least fortunate servants of the public are the poorest soldiers, who give up their employment at the beginning of a war, and, in the event of their survival, return home to find themselves in the ranks of the unemployed. It is hoped that after the next big war our soldiers will no longer say:

"In time of danger and in time of war
Our God and soldiers we alike adore;
The danger over, our honour righted,
Our God's forgot, our soldiers slighted."

This, however, is a melancholy subject. We will pass on to something more amusing. One great Admiral Nelson won his famous battles on ships built of British oak. When he captured the French and Spanish ships his seamen ascended their bluff sides by means of boarding pikes driven into the enemy's hull. When wood was replaced by iron in the construction of war-ships, and still more when iron was replaced by steel, whether Harveyised or Krupp, certainly, a few substantial housekeepers on £20 a year, with no knowledge of naval affairs, if responsible, would have discontinued the manufacture or purchase of boarding pikes for the British Navy. No such economy occurred to the Admiralty. Boarding pikes were issued even in the present century to the battalions of the British Navy until attention was drawn to the fact by a mere newspaper scribe, who was violently attacked for meddling with matters which did not concern him.

The same boarding pikes was defeated by the old school of admirals on the ground that they reminded us of the good old days, and in any event could be used as leaders to the paint work while in process of drying. It did not occur to any official at the Admiralty until the afternoon of October 21st, 1904, that all money spent on the Fleet which does not conduce to fighting efficiency, whether on a button, an admiral, or even a gun, is money wasted. The Admiralty, however, is not so easily deterred; for building ships that cannot fight or run away when fight is essential; and for pulling down naval bases to build bigger in order to hold an ever-increasing store of articles that were obsolete years before they were ordered. A friend of mine in a high official position told me that he once visited a certain dockyard and noticed a man standing doing nothing where on many previous occasions he had worked the same individual.

"Who are you, my man?" he said.
"I am Mr. ——— (naming an official at the dockyard) boatman, sir."
"Oh, ha, ha, a boat?"
"No, sir; he hasn't had one for two years."
"And what have you done during those two years?"

"Nothing, sir."
The story of the dockyards would not be complete without reciting the peculiar methods of supply which prevailed until recently. Not very long since the accumulation of an article, several hundred dozen of which were supplied on the same principle as the boarding pikes were issued, was so great that one of the buildings in which they were stored required enlargement. These articles had not been used, for decades, but they continued to be supplied, until some official of unusual smartness discovered that the purchase of expensive articles which could not be used were costly to the State.

The results of officialism are sometimes amusing and sometimes tragical. For a considerable period of time the staff of the Second Army Corps on Salisbury Plain consisted of the distinguished general, two good-looking officers, and a lad who typed. The cost of this institution has been unable to ascertain, as the Army Corps system was abolished shortly after it was created, it is well to recall it as an example of the way in which money is spent.

When the papers regarding any matter reach the War Office in London they are taken to a long passage. Round this passage are many rooms, with one room at the top. The series of rooms thus resembles a syphon. War Office papers, if received by day and regularity, are sent to the room at the top. The result of the spirit engendered by these practices may be judged of the following examples:—

A few years ago there was a fire in one of the military buildings at Dover Castle. The War Office regulations are strict on the subject of fires, and they provide rules as to the manner in which a fire shall be treated. The Commanding Officer, addressing his superior, reported, "I have reported to the War Office an official dispatch that the commissariat store had been burned down strictly according to regulations. The point of the story is that had the regulations been set aside the commissariat store might have been saved."

During the Boer War a cargo of hay brought by the War Office, and passed as sound, was sent out to Port Elizabeth. Some of the hay was eaten by the officers' chargers on board. On arrival at Port Elizabeth, the whole cargo was condemned on the ground of being infected, and the master of the ship was ordered to take the vessel twenty miles out to sea and throw the hay overboard. This was done. A southerly gale sprang up, and the bulk of the hay was washed up in Algoa Bay. The bales were collected by an enterprising contractor, and the hay was purchased by the War Office at three times its original price, and was greatly eaten by the horses and mules of the Army.

There is no better instance of the way in which the money goes under War Office administration than the methods adopted for the purchase of land. When a portion of Salisbury Plain was required by the War Office the extreme poverty of the soil, the want of access to market, and facilities for transport rendered the values of the farms comparatively low. A property liberally estimated at a value of £10,000 was purchased by the Treasury for the sum of £38,411.

War Office extravagance on Salisbury Plain was not ended with the purchase of the land. It is a War Office rule that for married quarters the soil under them is to be cleared out for three or four feet below the surface and the space filled up with concrete. Salisbury Plain is a great rock of chalk, which is as good a foundation for dwelling houses as concrete. The married quarters on Salisbury Plain have been built by the War Office at a cost of £300 each. An ordinary builder and architect could have put up the same dwellings for £250 apiece. The expensive habits of the War Office are paying 30s. for a sovereign's worth of value is noticeable in many departments. The country will not forget that public money to the extent of £10,000,000 was handed during the Boer War by an honest officer, whose want of skill as a buyer cost the country as much as if he had been a fraudulent scoundrel.

During the Boer War the most scandalous received a great deal of attention, and after spending several million pounds in buying meat at 8d. which cost the contractors 4d. a remedy was adopted. But it is not generally known that a Boer syndicate bought cattle from the military authorities at from

22 to 23 per head and retailed it to the troops at 8d. and 9d. a pound, giving a profit of 200 per head of oxen. The income taxpayer was then paying 1s. 3d. in the £. He is now only paying 1s., but at least 5d. out of that 1s. is being spent in a manner that would not be permitted for an instant in a well-managed private enterprise.

One of the claims which followed the Boer settlement reached me from a town which I know well. One man claimed 10s. for half a dozen ostrich eggs added by the troops having disturbed his sitting bird. Another claim was for four spring buck at 30s. apiece, which it was a legend, and escaped through gaps in the wire. Another man claimed 10s. a day for each of half a dozen Kaffirs engaged to watch the places where the wire had been cut, while all corgis from 10s. to 40s. for each piece of cut wire repaired. The little account amounted to £133, which was considered most reasonable by the authorities.

It is probably the first time that the English taxpayer has been made to pay 10s. apiece for added eggs and 30s. for a skinny buck passing from one field to another.

I have already referred to the great saving effected by Sir John Fisher in getting rid of 130 ships that can neither fight nor run away. But the joy that thrills us at the saving of £2,000,000 a year is marred by the reflection that these discarded and embarrassing ships have been dumplings ever since they were built and that the upkeep of these dumplings cannot have cost less than £27,000,000 since the year 1895. Although ships with sails and masts ceased to be useful for war purposes by 1890, the *Cadmus*, which cost £36,527, and the *Clio*, costing £22,535, were built and actually sent to sea by the Admiralty in 1904. The *Cadmus* was discarded and the *Clio* embarrassing. But the taxpayer, who pays for both, wonders what the naval officials who built eight vessels of the *Clio* class, only to discard the lot instant they are complete.

A sum of £36,449 was spent on repairs on H.M.S. *Hecla*, but after the money was spent the repairs were abandoned, and the ship added to the number of these which were considered discarded and embarrassing. The gentleman responsible for spending £36,449 on repairing the irreparable *Hecla* will, I believe, receive his pension and decoration in due course. In 1903 the *Colindale*, a battleship, was sent to the scrap heap just after £22,000 had been spent on her repairs.

£30,000 was spent on the machinery of the *Hercules*, but after this tidy little fortune had been laid out it was decided that the *Hercules* should never go to sea, and to sea she never went again. I have made a calculation that the cost of building ships, obsolete before they are designed, and of repairing ships which could never carry in modern war, amounts to about £15,000,000 sterling in the last ten years. If we add this sum to the waste of the upkeep of the 130 ships that can neither fight nor fly, and of the bricks and mortar for the Navy provided in accordance with the policy which is now discarded, we arrived at a sum wasted during the last decade of £22,000,000.

Two shillings buys for Admiral Yamamoto, the Japanese Marine Minister, as much naval machinery as the British Admiralty snows in buying for twenty shillings. The Japanese destroyed the Russian Fleet and enabled the Japanese Army to take Port Arthur for a naval expenditure of £2,354,904.

I have already referred to the fact that John Bull has no buying department. He also has no capital account. This plan is convenient to officials who pay 25s. for a thing worth 15s., and who build ships that discard any admiral and are discarded by men too patriotic to use unserviceable machinery even though built to their order. If a capital account were introduced into every Government Department where manufacture is carried on, and where permanent plant is required, the result would be an immediate saving of some £30,000,000 a year. This estimate is arrived at after careful study by one of the ablest permanent officials of the day, whose name I am not permitted to disclose. If Woolwich Arsenal, the small arms factories, and the dockyards were provided with capital accounts, subjected to independent audit, and valuation, and competitive working, the British taxpayer would find his burdens sensibly lightened. The absence of a capital account leads to unnecessary waste. Condemned Government stores never realise adequate values. The purchase of condemned stores has made the fortunes of a group of clever men who purchase at an auction which cost £300 apiece for £20 or £30, and obtain most extraordinary bargains. The worst-case system of accounts in vogue, originally intended to protect the taxpayer, has the opposite result, for the most valuable machinery is sold as scrapiron, as it saves trouble to officers, who would otherwise have to explain in half a dozen different columns their estimate of the value of the article and what should be done with it. I have known of cases of ammunition and stationery being thrown overboard—the first to save trouble, the second to prevent the red tape that would become necessary if the stationery at the end of a commissariat was taken into port.

The steam wharf of the old *Victoria* and *Albert* cost £1,700 when new. When the ship was broken up it was absolutely as good as new, but it was sent for sale as old iron, and was only rescued by a smart officer, who managed to induce the authorities to purchase it from themselves for a trifling sum of money.

PHILIPPINE RAILWAYS.

James J. Hill, the foremost figure in transportation circles in the United States, declares that it would be a fatal error to build the railroads of the Philippines of any other than the standard gauge of the world—1 foot 8½ inches.

The president of the stupendous Great Northern railway and steamship system called on Secretary of War, William H. Taft, one morning for the special purpose of urging him not to permit the grave mistake to be made. Mr. Hill said it was the consensus of the opinion of the most intelligent and most experienced men in railroad affairs that the day had passed for the building of narrow-gauge roads except for temporary use or of only a few miles' length. He cited the case of Japan which is gridironed with narrow-gauge railroads and which bitterly regrets not having them of standard width.

Mr. Hill said the statement that he had ever favoured narrow-gauge roads in the Philippines was untrue. He had come to his ears that this statement was in circulation, and he wished in person to deny it. He said that he had never been a believer in any but the standard road. In the course of his conversation with Secretary Taft, Mr. Hill said that he had no personal interest in the railroads of the Philippines. He was a sincere believer in their success but he was too old to take up such gigantic plans now. But, he said, he was a steamship owner with intense interest in the future of the islands.

Mr. Hill impressed Secretary Taft with his ideas of the coming development of the Philippines, and Secretary Taft said to your correspondent, after Mr. Hill had left his office, that it cheered his soul to find such faith when others of less sagacity and experience doubted.

NOTICE.

WE HAVE THIS DAY

REMOVED TO NO. 17, QUEEN'S ROAD,

Premises formerly occupied by Mr. FR. BLUNCK, silk lace manufacturer, and Next Door to our Former Address.

LONG. HING & CO.

DEALERS IN PHOTO GOODS.

Hongkong, 4th May, 1905.

JAPAN'S OVER-SEA TRADE.

EFFECT OF THE BALTIC FLEET.

TRADE MARK.

TELEPHONE NO. 135.

TANSAN

PER CASE OF 48 PINTS... .. \$6.5

PER CASE OF 100 SPLITS... .. 8.00

TANSAN

SOLE AGENTS—

H. PRICE & CO.

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ROBINSON
PIANO Co. LD.THE
PREMIER PIANO

FIRM AND THE

ONLY PIANO SPECIALISTS

IN HONGKONG: NOT

MERE DEALERS, BUY-

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PRACTICAL EXPERTS

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MANUFACTURERS

DEVOTED EXCLUSIVELY

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INSTRUMENT TRADE.

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FIRST IMPORTANCE

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This Company is also by far

the LARGEST PIANO BUYER

IN CHINA and gives the most

"SOLID VALUES" and

Wide Selection of Makes

Chosen at the Factories and

ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905. [630]

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central

Hongkong, 18th October, 1904. 51

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.O., 5th Rd. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

AN ASSISTANT MATRON for a Boys' Boarding School.

Apply to—**REV. F. T. JOHNSON**, St. John's Cathedral.

Hongkong, 9th May, 1905. [1164]

WANTED.

PARTNERSHIP—CONSULTING ENGINEER. British Engineer desires Partnership with a Reliable Man or firm. Willing to put in Capital. Principals only.

Apply—**Care of Daily Press Office.**

Hongkong, 9th May, 1905. [1165]

TO LET.

MEIRION No. 2 THE PEAK. From the 1st June, 1905.

Apply to—**E. JONES HUGHES.**

Hongkong, 9th May, 1905. [1166]

NOTICE.

WE have this day withdrawn our POWER of ATTORNEY in favour of Mr. Ernest J. Moss, the late Manager of our Freshwater Branch, who is no longer in the employ of our firm.

DODWELL & CO., LD.

Hongkong, 9th May, 1905. [1173]

PRAYA EAST RECLAMATION.

MARINE LOT OWNERS interested in the above are invited to attend a MEETING to be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, on SATURDAY next, the 13th instant, at 3 o'clock P.M.

C. P. CHATER.

Hongkong, 9th May, 1905. [1167]

LA COMPETIDORA ORIENTAL CIGAR FACTORY.

FACTORY: 32 MACDONNELL ROAD, KOWLOON.

OFFICE: 34 QUEEN'S ROAD CENTRAL.

ALL OUR CIGARS ARE PREPARED BY FILIPINO HABANEROS specially engaged for our factory and are made from well selected leaves imported from Manila under the direct supervision of our TOBACCO EXPERT.

Examples may be had on application.

We recommend a trial of the following brands—**LONDES PERFECTOS**, **HIGH LIFE**, **REINA VICTORIA**.

If your tobacconist cannot supply you with our make please apply to us.

Special terms to Clubs and Messes.

Discounts on orders from Coast and other ports.

AGENTS WANTED.

J. C. DOS REMEDIOS & CO.

Hongkong, 9th May, 1905. [1168]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR NINGBO AND YOKOHAMA.

THE Steamship

"PRINZ SIGISMUND"

Captain Lenz will leave for the above places TO-DAY, at 7 P.M.

NORDEUTSCHER LLOYD.

For further Particulars, apply to **MELCHERS & CO.**

Hongkong, 8th May, 1905. [1172]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

"HAIMUN"

Captain Robson, will be despatched for the above ports on THURSDAY, 11th inst., at 10 A.M.

For Freight or Passage, apply to **DOUGLAS LARRAIK & CO.**

General Managers.

Hongkong, 9th May, 1905. [1169]

FOR CHEFOO AND TSINGTAU.

(Taking Cargo at Through Rates to CHEMULPO and TIENTSIN.)

THE Steamship

"EIGER."

Captain Chr. Rafen, will be despatched for the above ports on FRIDAY, 12th inst., at 4 P.M.

For Freight, apply to **SIEMSEN & CO.**

Hongkong, 9th May, 1905. [1170]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewards are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO.**

Agents.

Hongkong, 9th May, 1905. [1171]

ON SALE.

BOUND VOLUMES of the HONGKONG & WEEKLY PRESS, JULY to DECEMBER 1904. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office.

Hongkong 25th February, 1905.

INTIMATIONS

NOTICE.

ON and after this date I WILL NOT BE RESPONSIBLE for any DEBTS contracted by my Wife, Mrs. ALMIRA FRANCISCA THOMAS.

GEORGE THOMAS.

Hongkong, 6th May, 1905. [1156]

NOTICE OF REMOVAL.

THE Office of LUTGENS, EINSTMAN & CO., has been removed to No. 2, PEDDER STREET, opposite the Hongkong Hotel, Side entrance.

Hongkong, 8th May, 1905. [1157]

NOTICE.

WE have authorized Mr. FREDERICK SALINGER to Sign our Firm from this date.

REISS & CO.

Hongkong, 5th May, 1905. [1148]

NOTICE.

TRAINED NURSE. Returning to England about the End of MAY, would take Charge of Invalid or Children on the Voyage, in return for Passage Paid.

Address—**"NURSE,"** Care of "JAPAN GAZETTE," Yokohama, Japan.

Yokohama, 20th April, 1905. [1126]

WANTED.

YOUNG Gentleman desires situation as GENERAL OFFICE ASSISTANT. Has a thorough knowledge of Bookkeeping, Typewriting, and can also speak the Chinese Colloquially. Excellent references.

Apply to—**C. R.** Care of Daily Press Office.

Hongkong, 20th April, 1905. [1102]

WANTED.

A CHINESE CLERK, able to Read and Write English as well as Chinese, one accustomed to Office Work preferred. Good salary to suitable man.

Apply—**BOX 684.** Care of Daily Press Office.

Hongkong, 6th May, 1904. [1151]

NOTICE TO MARINERS.

No. 232 (Special).

CHINA SEA.

SWATOW DISTRICT.

Wreck of Chinese Gunboat "HUANGTAI" off Breaker Point.

WITH reference to Notice to Mariners, No. 179 (Special), dated the 25th September, 1903, NOTICE IS HEREBY GIVEN that the 6-foot conical White Buoy temporarily placed to mark the wreck of the Chinese gunboat "HUANGTAI" has disappeared and will not be replaced.

H. G. MYRE. Acting Deputy Coast Inspector.

Coast Inspector's Office, Shanghai, 1st May, 1904. [1125]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 72.

REMOVAL OF THE TAI-SHEK BARRIER, BACK BEACH.

NOTICE IS HEREBY GIVEN that the Steam Dredger *Canton River* will commence work at the TAI-SHEK BARRIER on or about the 14th inst. Masters of vessels should continue to navigate the old channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a position 400 feet to the South of the present Beacons.

The Dredger will exhibit by night the usual lights of a vessel at anchor—i.e., a white anchor light forward and a stern light.

J. KOWELL MAY. Harbour Master.

Approved, **F. J. MAYERS.** Acting Commissioner of Customs.

Custom House, Canton, 3rd May, 1905. [1158]

ROBERT CRAWFORD'S

C. C. WHISKY.

Price ... \$10 Per Dozen.

Sole Agent—**KWAN TYE.**

110, Queen's Road Central.

Hongkong, 12th April, 1905. [969]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S SCHULTZ'S, AMBERLITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902. [1009]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS.

A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST

is given in the HONGKONG WEEKLY PRESS.

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, \$12 per annum. Postage to any part of the World \$2.

WHY SHOULD BUSY MEN USE THE "ROYAL BAR-LOCK"?

IT is not because it makes writing easy—though that would be sufficient reason.

It is not because it writes in sight—though that is important.

It is not because it is the most durable—though that is its strongest point.

It is not because it is unapproached for Carbon and Stencil manufacturing—though that describes its capabilities.

It is not because its daily output is 25 per cent. in excess of any other typewriter—though that is perfectly true.

It is not for any one or two of the foregoing reasons—

BUT BECAUSE IT HAS ALL THESE ADVANTAGES COMBINED.

J. C. DOS REMEDIOS & CO.

Agents.

Hongkong, 10th April, 1905. [94]

PUBLIC COMPANIES

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 30 and 2 SHARES standing in the Register of this Company in the names of WONG LAM and AP-CAI, GABRIEL AP-CAI respectively having been LOST, viz.:

Scrip No. 811—13389/13413—15 Shares.

" " 228—28339/28352—15 " "

" " 673—12262/12283—2 " "

32 Shares.

NOTICE IS HEREBY GIVEN

that Duplicate Certificates for the said 32 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 13th April, 1905. [938]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 71 SHARES standing in the Register of this Company in the name of SI TAY have been LOST, viz.:

Scrip No. 16—951/990—40 Shares.

" " 215—941/950—10 " "

" " 216—3902/3922—21 " "

71 Shares.

NOTICE IS HEREBY GIVEN

that Duplicate Certificates for the said 71 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 13th April, 1905. [939]

CANTON INSURANCE OFFICE LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 534, issued 17th August, 1892, for One Share numbered 3790, in the above Office, standing in the name of Mr. LE KWONG KAM, of Shanghai, has been lost, and should the same not be produced before the 18th instant, a NEW SCRIP CERTIFICATE will be issued to the said Mr. LE KWONG KAM, and no Transaction taking place under the said Scrip Certificate No. 534, will be recognised by the Office.

JADEINE, MATHESON & CO. General Agents.

Canton Insurance Office, Limited.

Hongkong, 4th May, 1905. [1137]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

FINAL NOTICE.

ALL Shareholders who were entitled to a proportion of the New Issue and who have not applied for such must apply immediately.

Interest will be charged at the rate of twelve per cent. per annum on \$10 the amount payable in respect of each share from the 31st day of March, 1905.

No application will be received after the 31st day of May.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 28th April, 1905. [1082]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 760 and 360 SHARES standing in the Register of the Company in the names of ANTONIO OSORIO and TAM BON CHIU have been LOST, viz.:

In the name of ANTONIO OSORIO—Scrip No. 380/382—2429/2503 in scrip of 25 ... 75 Shares.

" " 383 ... 4529/4553 ... 25 " "

" " 384/386 ... 2824/2898 in scrip of 25 ... 75 " "

" " 387 ... 4696/4720 ... 25 " "

" " 389/391 ... 3126/3900 in scrip of 25 ... 75 " "

" " 392 ... 4950/4974 ... 25 " "

" " 755 ... 5821/5830 ... 10 " "

" " 756/757 ... 5831/5880 in scrip of 25 ... 50 " "

" " 317/320 ... 19051/19150 in scrip of 25 ... 100 " "

" " 321/324 ... 18951/19050 in scrip of 25 ... 100 " "

" " 325/328 ... 19151/19350 in scrip of 50 ... 200 " "

760 Shares.

In the name of TAM BON CHIU—Scrip No. 329/336 ... 19551/19750 in scrip of 25 ... 200 Shares.

" " 337 ... 19751/19788 ... 40 " "

" " 662 ... 23506/23605 ... 100 " "

" " 683 ... 23606/23625 ... 20 " "

360 Shares.

NOTICE IS HEREBY GIVEN

that Duplicate Certificates for the said 1,120 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 4th May, 1905. [1138]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"IONAM."

233 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure—From Hongkong at 9 A.M. arriving at Macao about Noon. Hour of departure—From Macao at 7 P.M. arriving at Hongkong about 10 P.M.

Fares: First Class Single \$2 ... Return \$4.

Second Class Single \$1 ... Return \$2.

Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Child will be accepted, and Servants' passages must be paid for.

T. ARNOLD. Secretary.

Hongkong, 3rd May, 1905. [1134]

TO LET.

TO LET.

A LARGE AND SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central, (Opposite the Post Office).

Possession from the 1st of May, 1905.

Please apply to—**WONG CHU SANG.** Care of Yee Sang Fat.

Hongkong, 28th April, 1905. [1072]

TO LET.

NEW "KINGSCLERE" with Stables, entrance in both Kennedy and Macdonnell Roads.

For full particulars, apply to—**LINSTEAD & DAVIS.** Alexandra Buildings, 3rd Floor.

Hongkong, 17th February, 1905. [478]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Office. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—**CHUNG SHUN KOO.** 12 & 14, Queen's Road Central.

Hongkong, 24th December, 1904. [82]

TO LET UNFURNISHED—AT THE PEAK.

WITH Immediate Entry. **LYEE MUN.** BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

Apply to—**RUSSO-CHINESE BANK.**

Hongkong, 3rd May, 1905. [1130]

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Building.

Apply to—**LAUTS, WEGENER & CO.**

Hongkong, 4th March, 1905. [1131]

TO LET.

NO. 1, RIFON TERRACE.

PLATS in MORSTON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE STREET).

GODOWNS; PRAYA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 28th June, 1904. [81]

TO LET.

WITH IMMEDIATE POSSESSION "Forest Lodge" Caine Road.

Apply to—**H. N. MODY.**

Hongkong, 2nd May 1905. [1114]

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid view of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—**J. S. VAN BUREN.** 20, Des Voeux Road.

Hongkong, 13th April, 1905. [980]

TO LET.

NOS. 74, CAINE ROAD.

GODOWNS Nos. 34A, 34B, 34C, Praya East No. 2, MACDONNELL ROAD. Possession on 1st June, 1905.

Apply to—**COMPRADORE'S DEPARTMENT.** Nippon Yusen Kaisha.

Hongkong, 4th May, 1905. [84]

TO LET.

OFFICES in "Hotel Mansions," facing New Post Office and Hongkong Hotel.

Apply to—**HENRY HUMPHREYS.** Alexandra Buildings.

Hongkong, 7th January, 1905. [180]

TO LET.

NEW STORE nearing completion to let in Chater Road, opposite Hongkong Hotel, in the heart of new business centre.

Apply—**"ALPHA,"** Care of Daily Press Office.

Hongkong, 18th March, 1905. [748]

TO LET.

NEW EUROPEAN HOUSES in Cameron and Des Voeux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st June next.

Apply to—**CHINA MERCHANTS STEAM NAVIGATION CO.** 15 & 16, Connaught Road, Praya W.

Hongkong, 19th April, 1905. [1030]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—**HUMPHREYS' ESTATE & FINANCE CO., LD.**

Hongkong, 21st June, 1904. [869]

TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front.

Apply—**M. J. D. STEPHENS, Solicitor.** 18 Bank Buildings.

Hongkong, 29th March, 1905. [845]

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

Apply—**Care of Daily Press Office.**

Hongkong, 9th March, 1905. [675]

